

CHAIRMAN J. H. BANKHEAD DISCUSSES ROAD BILLS

Alabama Senator Says House Legislation Did Not Have Sufficient Safeguards.

SENATE WILL CORRECT BILL

Secretary of Agriculture Will Be Given More Authority in Approving Provisions of Applications. Aid Not Limited to Maintenance.

WASHINGTON, D. C., March 18.—Chairman John H. Bankhead, of the Senate Committee on Post-Office and Roads, accompanied the good roads measure reported to the Senate by a memorandum which sets forth the difference between the substitute measure offered and the bill passed by the House of Representatives. Particular emphasis is laid upon the fact that the House legislation did not safeguard completely the expenditure of the joint Federal and State money. Herewith is the comment covering the point.

"The bill H. R. 7417, passed by the House of Representatives, referred to the Committee on Agriculture and Forestry, and later passed by the committee is most seriously defective in its failure to afford reasonable inspection and safeguarding on the part of the Federal government of the Federal appropriations. A careful reading of section 5 of the House bill reveals the fact that no power is vested in the Secretary of Agriculture to disapprove an application by a State highway department for aid under the provisions of the act unless the road for which aid is sought fails to come within the provisions of the act. Inasmuch as the act passed by the House practically every class of roads in the United States within the provisions of the act, the Secretary of Agriculture would have no power to disapprove the application. Having no voice whatever in the selection of the road, he is then required by the terms of the bill to request of the State highway department surveys, plans, specifications and estimates, but is only authorized to examine them and inform what would be a reasonable cost of the proposed investment."

"One feature of the House bill which is brought forth, the greatest feature of the money for maintenance purposes. The organized motorists, through the American Automobile Association National Good Roads Board, most unanimously objected to this provision. Eliminating entirely any maintenance expenditure, the Senate memorandum thus sets forth the reason for its objection."

"The House bill carries a provision for aid to road maintenance. This committee believes that the application of Federal funds to this purpose would constitute a precedent which upon the Federal treasury without appreciable results in the form of a greater mileage of improved roads, and would tend to stifle the spirit of self-help on the part of local communities. By confining the expenditure of the joint fund supplied by the Federal government and the respective State governments to construction, rather than to maintenance, tangible and durable roads will be provided to take the place of those upon which untold millions have been expended for temporary patchwork. In the past, it is a fact, a steadily growing mileage of smooth, well-constructed roads has been an evidence to show that every dollar of Federal and State money expended has been productive. Results it will not only go far toward providing convenient highways for traffic, but will, like the example of good management and skilled methods already cited, have a most beneficial influence upon the lesser units of government in demonstrating the advantages of sound construction."

COMPRESSION INNER TUBE IS DEMONSTRATED HERE

Thickness of the Tube Prevents Pinching, Wearing and Slow Leaks As in Old Style.

Local automobile owners are interested in the compression inner tube, which is being demonstrated for the first time in Richmond. This tube is so constructed that by application of the principle of compression on rubber any puncturing object is tightly gripped and when withdrawn the hole made by it is closed so that the tube cannot deflate.

After elaborate tests extending over nearly a year, and after these tubes have been driven on for over one million car miles the manufacturers claim that these tubes will not leak from ordinary road punctures such as nails, tacks, glass, etc., even driven over for days before the puncturing object is discovered and extracted.

Its thickness and natural tendency to return to normal shape controls its changing form under all conditions and prevents the possibility of pinching, wearing and slow leaks, as in the old-style tubes.

Casings will not rim-cut if driven on for any distance and at any speed when the tire is partly deflated or

wholly collapsed from any cause. Inflation of fifteen to sixteen pounds per inch only is necessary to give the same "stand-up" effect given by several more pounds with the old style tubes.

Exhaustive tests—both gas and electric—show equal mileage for a gallon of gasoline or a K. W. H. of electricity as compared with old-style tubes.

It is also claimed for this tube that it resists blow-outs to the point of being almost blow-out proof. It prolongs the life of the casing and gives full resistance with the thin tubes.

Full and detailed information substantiating all claims is given by the local agency for the compression inner tube, which is at 212 North Eighth street. This tube is being demonstrated on the streets by means of driving nails in it, running the car with the nails in the tire, then withdrawing the nails without a bubble of air escaping.

It is claimed that the compression inner tube will last for years and give a mileage of 20,000 to 50,000 miles, outlasting any automobile and several casings.

PIERCE-ARROW TRUCKS GIVE GOOD SERVICE

Only 12 Per Cent Yearly Depreciation on First One Ever Put in Commission.

Low rate of depreciation and very high quality of service are brought forcibly to the notice of the motor-truck users by the recent sale of five Pierce-Arrow motor trucks that ever went into service. This truck has just been sold after four and a half years of active work in the delivery department of Arbuckle Brothers, famous handlers of coffee and sugar.

The truck, when purchased, cost \$4,000. It was sold to Brainerd Brothers, of Jersey City, N. J., who paid \$3,000 for it, and are delighted with their bargain.

This means that the yearly depreciation on the truck was only shade more than 12 per cent, though Arbuckle had been prepared to charge off 20 per cent.

The truck is identified as "No. 3" on the books of the Pierce-Arrow

Company. There are two trucks that bear lower numbers, but these were sold later, and did not get into actual service as soon. "No. 2" once in the service of Arbuckle Brothers, was sent to Pittsburgh, and began its long period of delivery work over the hilly streets of the city and rough country roads of the vicinity on June 11, 1911.

To take care of the large volume of distance delivery allotted to it, "No. 2" had to work hard and long. It was nothing uncommon for it to be called on for two return journeys of sixteen miles each way twice a day, which would make sixty-four miles in all. But the staunchly made, powerful machine, with its worm drive, was equal to every demand. It was on the road a maximum of the time. It was seldom out of commission. The repair costs were small for its four and a half years they amounted only to \$500, including a general overhauling.

Fires gave an astonishing result. The average on the front wheels was 13,000 miles, and on the rear wheels 9,000 miles.

Yet, after all this work, after 61,000 miles covered, the truck, four and a half years old, is so good that it brings \$2,000. Brainerd Brothers are delighted with its condition, and believe it to be good enough for five years more.

Here is found the best possible argument for buying a good truck. Here is convincing proof that the average allowance for depreciation on a good truck is too high. Here, too, is refutation of the fallacy that motor-truck depreciation is excessive. It is hard to think of any piece of machinery, used as hard as a motor truck, that would decrease in cash value only 12 per cent a year, and in actual working capacity be virtually as efficient as a new car, despite four and a half years of unremitting service.

Pulaski Has a Chamber.

PULASKI, VA., March 18.—The Pulaski Chamber of Commerce has been organized with the following officers: Orval Johnson, president; A. T. Kirkridge, vice-president; H. W. Thaxton, secretary and treasurer. An advisory board and directorate is composed of W. C. Price, M. P. Landis, H. N. Smith, M. A. Shuff, R. C. Hurst, J. N. Bosang, B. C. Taylor, J. W. Miller, R. H. Moore, E. W. Caffee, R. E. P. Ham, Oscar Laughon and T. A. Roberts.



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The latest and most economical cures for all tire ills. We can show you how to get anywhere without serious mishap. Repair kits and all emergency accessories.

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Richmond 175. Richmond, Va.

"And the Little Ford Shall Lead Them"

Kaehler Motor Company.
Corner Broad and Ryland. RICHMOND, VA.

greater luxury.
greater ease of operation.
greater smoothness.
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appreciating these things, is it not perfectly logical that the Eight-Cylinder Cadillac should enjoy a larger ownership than any other model of high grade car in the world?

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Compare it with all others for power—simplified, enduring construction—accessibility—parlor-car riding qualities—low tire, gasoline and oil consumption—low maintenance cost—quick "get-away"—absence of gear shifting—marvelous motor flexibility—(from 2 to 60 miles an hour on "high")—easy control—exceptional road holding qualities—small turning radius—"SAFETY" weight.

The severest possible comparison will prove the Mitchell "average" HIGHEST in meeting your automobile requirements.

There isn't any perfect car—but a closer approach to perfection than the Mitchell has not yet been built.

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Pierce-Arrow Trucks

Enable You to Figure Bigger Profits

The balance sheet gives you the only correct estimate of motor truck value. Price alone cannot tell the story. Pierce trucks give the most service per dollar invested; they give more days' work, more hours per day, more mileage—all this with a minimum of repairs and a small depreciation.

We believe our booklet, "Pierce-Arrow Motor Trucks," will interest you. It makes no extravagant claims for motor trucks in general, or the Pierce-Arrow in particular; but it does tell, in an interesting way, and largely by means of actual photographs, exactly what Pierce-Arrow Motor Trucks are doing in many different lines of business. It will give you some idea of what they can do for you. We want you to have a copy.

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In addition to selling the Hummobile cars and the Auto-Car Trucks in this territory, we have a

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All Pierce-Arrow Trucks are equipped with the worm-gear drive, which is a positive guarantee of effective service under the most difficult conditions.

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Free Service to Customers.
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Service

SERVICE should be a big and vital factor in every efficient institution. Yet the word is sometimes loosely used, not to describe a highly important department, nor to conceal it, but rather in place of it.

Maxwell service has a real and definite meaning. It starts with the car itself and it is perpetuated by a highly effective organization consisting of 16 complete service stations, 54 district branches and over 2,500 dealers and agents—all intent on giving surpassing service to every Maxwell owner.

Maxwell responsibility does not cease with the sale of the car, for Maxwell owners represent the good will of our company—their satisfaction is our biggest asset and their loyalty to our car and our company is paramount.

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Full equipment, including Electric Starter and Lights. All prices F. O. B. Detroit.

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Long known as the "World's Economy Champion" Saxon "Four" holds all records for low upkeep expense. It actually costs less to maintain than a good horse and buggy.

Against every sort of test—under hardest handicaps—it has established an average operating cost of one-fourth cent per mile per passenger—30 miles to the gallon of gasoline—100 to 150 miles on a pint of oil—3,500 to 5,000 miles on a set of tires.

Women find it easy to drive Saxon "Four" because of its simple operation—its lightness—its flexibility—its short turning radius.

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